

Performance Area	90-1	90-2	90-3	90-4	90-5	90-6	80-7	80-8	80-9	80-10	Performance Area
	MP 290-295	MP 295-304	MP 304-312	MP 312-317	MP 317-324	MP 324-336	MP 333-339	MP 339-345	MP 345-357	MP 357-365	
Pavement*	None	None	Low	Low	Medium	None	None	Low	None	Low	Pavement*
Bridge	None	None	None	None	None	Low	Low	Low	Medium	Medium	Bridge
Mobility	Low	Low	None	Low	Low	Low	Low	Low	Low	None	Mobility
Safety*	N/A	None	Low	Low	Low	High	None	None	Low	Low	Safety*
Freight*	High	Low	None	High	High	None	High	Low	High	None	Freight*
Average Need	0.85	0.38	0.46	1.31	1.54	1.00	1.00	0.77	1.38	0.77	Average Need

SR 90/SR 80 Corridor Segments

Segment 90-1: I-10 to Post Rd (MP 290-295)

Segment 90-2: Post Rd to US Customs and Border Patrol Checkpoint (MP 295-304)

Segment 90-3: US Customs and Border Patrol Checkpoint to Railroad Dr (MP 304-312)

Segment 90-4: Railroad Dr to Hatfield St/ Buffalo Soldier Tr (MP 312-317)

Segment 90-5: Hatfield St/ Buffalo Soldier Tr to S Vista Park Rd (MP 317-324)

Segment 90-6: S Vista Park Rd to SR 80 (MP 324-336)

Segment 80-7: SR 90 to Mule Pass Tunnel (MP 333-339)

Segment 80-8: Mule Pass Tunnel to Judd Dr (MP 339-345)

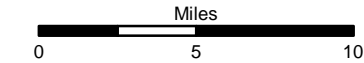
Segment 80-9: Judd Dr to Rainbow End Place (MP 345-357)

Segment 80-10: Rainbow End Place to US 191 (MP 357-365)

* Identified as Emphasis Areas for SR 90/SR 80 Corridor

N/A indicates insufficient or no data available to determine level of need

+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study



SR 90/SR 80 Corridor Profile Study: I 10 to US 191
Needs Summary

Corridor Segment

County Boundary

Interstate/Highway

City Boundary

Railroad

Performance Area Needs

Pavement

Mobility

Safety

Freight

Bridge

Level of Need	Average Need
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0